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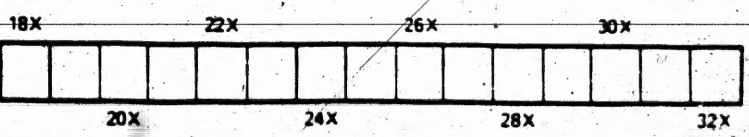

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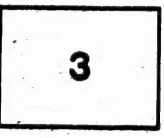

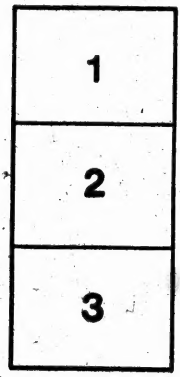

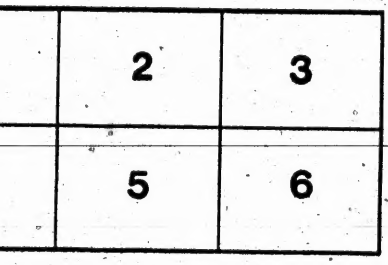

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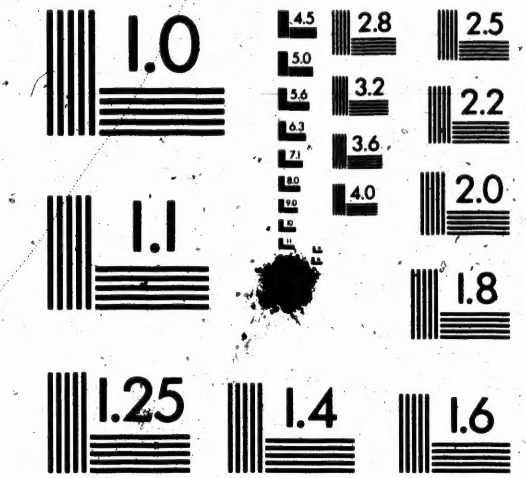

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THE NIPISSING GUIDE,

—AND—

HOLIDAY COMPANION

THE SHORTEST, CHEAPEST AND MOST DIRECT ROUTE.

—TO—

Markham, Uxbridge, Sunderland, Cannington,

AND TO

LINDSAY, BEAVERTON AND ORILLIA,

Via the Midland Railway.

ALSO TO

Coboconk and all points North-east of Toronto.

Cheap Excursion Tickets and Reduced Rates to Sunday Schools and Society Pic-Nics.

Trains from Berkeley St. station daily, Sundays excepted.

NOTICE.

Trains leave at a convenient hour in the morning, and afford pleasure parties ample time to remain at Unionville, Markham or Uxbridge, returning to Toronto at an early hour in the evening.

Special cars or trains given for large excursion parties at any hour.

Excursion Parties, Sunday School Superintendent's, and others interested in obtaining accommodation for large parties, will find every facility at Markham (see page 5); or Uxbridge (see page 6); and parties desirous of spending their holidays where pleasure and amusement can be combined with economy (see Coboconk, page 9), will find the following descriptive account of the Nipissing Railway interesting.

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The Nipissing Railway.

—o—

Of all the means of egress from the crowded and busy city of Toronto which have been recently established, none affords the citizens so pleasant a journey and charming scenery as the route leading to the country north-east of Toronto. No greater proof can be afforded of the enterprise and disinterestedness of the leading merchants of Toronto than the project launched before the public about five years since, to construct a railway from the city to Lake Nipissing, wending its way as it necessarily must through a large tract of country where the lumbermans axe had scarcely penetrated, and where the crack of the rifle of the most adventurous sportsman was rarely heard. Altho' the city at the inception of the scheme contributed what was then considered a liberal bonus to the construction of the railway, yet this aid sinks into extreme insignificance when compared with the enormous increase to the trade of the city which has been one of the results of its construction. The large quantities of lumber, grain and farm produce, constantly arriving, are all an increase, as before the opening of this Railway, lumber and grain from the section of the country through which the Nipissing passes, were taken to Port Perry, Whitby, or Port Hope, and farm produce to the nearest railway station east, and thence to Montreal, but now the Nipissing brings the larger portion of all this traffic into Toronto, and merchants who formerly dealt exclusively at Montreal, through the means of travellers or orders, are enabled owing to cheap travel, to make direct personal purchases in Toronto. Moreover it is not only the commercial interest of the city which has reaped the advantage, but there is a benefit conferred upon each citizen

personally. No portion of the country around Toronto is so favoured by nature and possesses such varied attractions to the holiday keeper or pleasure seeker as the route traversed by the Nipissing Railway. It is adapted to the means and requirements of every class of society, and affords equal pleasure and amusement to the solitary misanthrope, or the genial and social philanthropist. It possesses attractions for the decorous family pic-nic, or for the vivacious and motley excursionists. It abounds in safe, quiet, pleasant and cool groves for the annual Sunday School treats, and it offers unequalled opportunities for the ever welcome annual merry making of the large city factories and societies. Along the northern portion of the route the hermit angler, or keen marksman can find ample sport to enliven his holiday and satiate his taste.

Arrangements are made by which parties, clubs, or societies can spend a day in the country at a moderate cost, and to those who have never been through this section of the country, a day spent upon the Nipissing is a pleasure which can only be appreciated in the actual realization of the treat.

Leaving Toronto, from the Berkeley Street station, by the morning train at the convenient hour of 7 or 8 o'clock, you are carried in neat and comfortable coaches along the line of the Grand Trunk Railway till

SCARBORO' is reached; here the Nipissing branches off towards the North, continuing its way through highly cultivated, well watered and pleasant pasture lands, till we arrive at

AGINCOURT, the first station on the Nipissing Railway, and about fourteen miles from Toronto. Picturesque country residences and comfortable farm houses meet the eye on every side, affording abundant proof of the prosperity of this part of the Province. Continuing the journey six miles further through a series of rich farms, supplied with every attainable comfort, and stocked

with cattle of the choicest breeds, we are brought to the pleasant village of

UNIONVILLE. Here the city resident begins to breathe an atmosphere entirely free from the smoke and impurities of city life, and redolent with the perfumes of numerous gardens and orchards. Glimpses of various shady spots are obtained, where the noon-tide hours could be spent quite merrily, but the impatient engine is heard to whistle, and before the mind can recover from its reverie, the tourist finds himself ascending to the thriving village of

MARKHAM, some twenty-three miles from Toronto. As the train gradually rises the hill, crossing the river on a high but very strong trestled bridge, the neatly built residences of the villagers break upon the view, and as it draws up to the pretty little station, the platform is seen to be crowded with well dressed ladies, for Markham is now so near to the city, and the trains run so conveniently, that city ladies can go out after breakfast and return in time for dinner, and persons whose business in the city prevents them being absent from it for any lengthened period during the year, can reside at Markham during the summer months, and thus be enabled to spend the business hours of the day in the city. Markham being situated at a considerable elevation above the city, the air is cool and healthy during the hottest portion of the year, its hotels are noted for cleanliness and cheapness, and here can be obtained excellent spots for holding sunday school pic-nics. There are pleasant grounds with every facility and convenience necessary to make the children comfortable. Fields for athletic, and groves for sylvan and rural sports are available, and when nature is wearied of the active, there are cool and shady nooks for rest. Close to the grounds there is a large drill shed capable of holding 1000 persons, where shelter can always be procured in the event of unfavorable weather. The ordinary trains of the company run at convenient hours for pleasure parties, but special arrangements can always be

made to afford large gatherings the greatest length of time to remain in the village.

Leaving Markham, we are carried through a well wooded country to the orderly and peaceful village of

STOUFFVILLE.—Here stretched far and near are fields of ripening grain—

> ——— and the purple butterfly,
> Amid the clear blue light is wandering by,
> And chirping birds along the pleasant bowers,
> With twinkling wings, are spinning o'er the flowers,
> The stream is heard with murmuring rill,
> The robin sings—and all beside is still.—

Stouffville offers many advantages for pic-nics and excursion parties, and a pleasant and agreeable day may be passed in the village by any parties desirous of enjoying a quiet retreat from the noise of the city.

Still continuing the journey through a succession of neatly fenced, well drained wheat fields, promising the industrious farmers a bounteous return for their unsparing labors, we come upon large areas of the hardy maple and stately beech, and are not surprised when the station is announced as

GOODWOOD, for closely piled all around the Station is a large quantity of very fine cordwood, and many thousand feet of evenly cut lumber encloses the track. The numerous recently built, comfortable looking houses visible, sufficiently attest the great benefit the Railway has conferred upon this place in a very short space of time, but ere we can get a full glimpse of all that is going on, we are again speeding on our way through a charming landscape of hills and dales, woods and rich pastures, waving corn and ripening barley, and presently we see the rapidly grown and lively town of

UXBRIDGE, 41 miles from Toronto. Conspicuous by its chorus of anvils among the many recent additions to the prosperity of this

place, are the mechanical workshops of the Railway which have been secured to the town by an extensive grant of land from that esteemed Parliamentary veteran Joseph Gould, Esq., supplemented by a liberal bonus from the place. Here the majority of the passengers leave the train; some to do business with the merchants, others on their way to Port Perry which is only 12 miles distant, and not a few to enjoy the beauties of the place and a quiet day in the country—for the train arrives here generally at about [illegible] a. m., and does not leave until 2 or 3 p. m., so that there is ample time to admire the thickly settled and highly cultivated country in the vicinity of the town, and get the benefit of the invigorating breezes which sweep over the hills.

Uxbridge takes its name from the antique and quiet town of that name 12 miles from the great metropolis of the old country, and with its rows of white detached cottages, its quiet, sluggish stream, clean roomy hotels, and surrounding hills, lacks only the rustic stiles, brown windmill, and ivy covered church walls, to make it more than Uxbridge in name.

As we wander through the town we quickly espy a spacious park, which has been devoted by the enterprising citizens to the amusement of pleasure parties from the Provincial metropolis. Directing our steps to the gate, we find ourselves in extensive grounds, well shaded by lofty trees, with ample spaces for croquet, base ball, cricket, and other field sports.

Swings of marvellous height, for children's delight,
Boats roomy and low, in which ladies can row;
For those who cannot play, a stream wherein to fish all day.

Uxbridge, but for its masculine sounding name, might be aptly described as the Queen of country towns. Search the Province of Ontario through, no more desirable spot could be found for an excurion or pic-nic. Cheap return tickets are given to parties of 25 and upwards, and the most favorable arrangements made for parties requiring special cars or train.

Leaving Uxbridge, the line is taken through the villages of Wick, Sunderland, Cannington and Woodville, till it crosses the Midland Junction about 1¼ miles north of the village. The important villages of

SUNDERLAND and CANNINGTON are noted proofs of the great progress which follows the establishment of railway communication with a large city. Numerous newly built stores and recently erected mills can be observed from the Railway Station, and the lively appearance of these places during the day exhibit the fact that traffic which was formerly carried by team to Lindsay, or some other place having railway facilities, now finds an outlet by the Nipissing. Prominent among the many recent additions and improvements to

CANNINGTON, the eye detects a large, commodious and handsome hotel called the Laidlaw House, named after the indomitable and persevering G. Laidlaw, Esq., through whose zealous and unceasing exertions the road was built. At all the Stations between Uxbridge and Woodville large grain warehouses have been erected by the Company for the convenience of Toronto buyers, who are thus enabled to purchase and bring to the city the greater part of the grain raised in this important wheat-growing section of the Province.

WOODVILLE JUNCTION.—The point of intersection with the Midland Railway affords passengers to and from Lindsay, which is about 12 miles south; Beaverton, 9 miles north; and Orillia, 23 miles north of Beaverton; direct and cheap communication with Toronto.

The Nipissing Railway extends at the present time 24 miles north of Woodville Junction through

ARGYLE, ELDON, PORTAGE ROAD, KIRKFIELD and VICTORIA ROAD, all thriving villages giving unlimited supplies of the finest lumber. About 5 miles north of Victoria Road, we

get a view of Raven Lake, the first of a series of lakes and rivers which extend in unbroken succession to Lake Nipissing, and 2 miles further on, we come to the North Bay Bridge, a very high structure over an arm of Balsam Lake. As the train is moved across the bridge, we obtain a view of one of the most lovely landscapes of original Canadian scenery. Gradually unfolded before us is a panorama of the country bordering on Balsam Lake and which, whether seen in the glaring light of a mid-day sun, or in the soft reflected rays of a cloudless sunset; whether viewed in the deep, rich, vernal color of the early summer, or in the varied and gorgeous tints of the incompafable Canadian autumn, is a picture of marvellous natural beauty, to which even the inspired hand of an Angelo, or the magic brush of a Raphael, would fail to render justice upon canvass.

COBOCONK, which a few years ago existed only in name, and represented by the remains of a dilapidated saw-mill, is now a village of some pretensions, situated on the Gull River. Having the advantage of excellent water-power, and being on the chain of Rivers and Lakes extending to Lake Nipissing on the North, and to Sturgeon Lake thence to the St. Lawrence by Trenton on the South, it must eventually become a place of considerable importance. Already a large and well furnished hotel, named the "Shedden House," has been erected for the convenience of sporting and pleasure parties, where board can be obtained with excellent clean rooms, at a very cheap rate, and where pleasure and fishing boats are kept for the use of boarders.

The rivers and lake abound in excellent fish—maskinonge, black bass and trout being as numerous as minnows in a rivulet. The woods are well stocked with partridge and deer during the season, wild duck in flocks frequent the lakes and rivers. To those whose tastes lead them to enjoy the lonely forest in quest of game, or who love to linger along the shady and cool streams, sporting with the finny in-

habitants of the clear waters, the route north of Coboconk combines every advantage with economy. It is easy of access, it affords excellent sport, and abounds in scenery sufficiently interesting to the most romantic nature.

As a locality for camping out and for boys to spend their holidays fishing and rowing, where pure air and wholesome and cheap living can be obtained, the country around Coboconk is unrivalled, and is now the annual resort of all experienced sportsmen.

The route north of Cobocconk extends by the way of Gull River to Norland, through Mud Turtle Lake by Elliott's Falls to Moore's Lake, past Moore's Falls to Gull Lake, and then by the river to Minden. All these waters are stocked with magnificent fish. Striking off to the east at Minden, there is Kashagawigamog lake, at the head of which, and on the side of a hill, is built, in horse-shoe form, the charming settlemen of Haliburton. A small pleasure steamboat runs on this lake during the summer months.

Keeping to the Gull river, and proceeding north of Minden, we pass through a continuous chain of lakes, amongst which are Horse Shoe, Twelve Mile, Bishkung, Hall's, &c., till we come to Hollow Lake.

Should parties prefer the route south of Cobocconk, they can take the Gull River to Balsam Lake, passing through its numerous islands to Rosedale, one of the prettiest spots to be found in all Canada, and where many persons are erecting summer villas, thence by Balsam River to Cameron Lake, Sturgeon Lake, and thus to Lake Scugog, and, if suitable, to the St. Lawrence, via Trenton.

Arrangements have been made for small pleasure steamboats to ply next season on the waters north and south of Cobocconk, thus enabling tourists to enjoy the advantages and beauty of the country which the Nipissing Railway has brought so close to them.

As the Railway Company offer to families, excursion and holiday parties, favourable terms, it is to be hoped that this route will be extensively patronized, and as the refreshed traveller returns to the city, ready to resume his ordinary avocation, he will feel that

"There is a pleasure in the pathless woods,
"There is a rapture on the lonely brook,
"There is a society where none intrudes,
"By the calm lakes which are by men forsook;
"I love not man the less, but nature more,
"From these our interviews in which I steal,
"From all I may be, or have been before,
"To mingle with the universe, and feel
"What I can ne'er express, yet cannot all conceal."